

# The Hongkong Telegraph.

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NEW SERIES No. 4071

九月二十一日

TUESDAY, OCTOBER 10, 1905.

二月

十月十日香港

50 CENTS PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL..... \$10,000,000  
RESERVE FUND.—  
Sterling Reserve..... \$10,000,000  
Silver Reserve..... \$ 5,000,000  
RESERVE LIABILITY OF PROFITS..... \$10,000,000

COURT OF DIRECTORS:  
H. A. W. SLADE, Esq., Chairman.  
A. HAUPT, Esq., Deputy Chairman.  
Hon. C. V. Dickson, M. Schubart, Esq.  
E. Goetz, Esq.  
G. H. Medhurst, Esq.  
A. J. Raymond, Esq.  
F. Salinger, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 1 month, 2½ per cent. per annum.  
For 6 months, 3½ per cent. per annum.  
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,  
Chief Manager,  
Hongkong, 19th August, 1905.

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HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager,  
Hongkong, 1st May, 1905.

[23]

DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL—Sh. Taels 7,500,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroder

Berliner Handels-Gesellschaft

Bank für Handel und Industrie

Robert Wartha & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Koch,

Bayerische Hypotheken und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,

Sub-Manager,

Hongkong, 9th September, 1905.

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## Intimations.

**JAPAN COALS.**

**THE MITSUI BUSSAN KAISHA**  
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH—34, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Ghampong, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Makurdo, Kuro, Shimonesaki, Mori, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasabo, Milke, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways. Principal Railway Companies and Industrial Works, Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamada and Ida Coal Mines; and Sole Agents for Fujinotani, Hokoku, Honko, Ichimura, Kanada, Matsumoto, Manmura, Oobara, Otani, Sasahara, Tsubakura, Yoshikobata and other Cos.

S. MINAMI, Manager, Hongkong.

WHEN YOU SEND YOUR "BOY" FOR

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

**THE MUTUAL STORES,**  
GENERAL STOREKEEPERS.

Hongkong, 20th September, 1905.

[348]

COLD STORAGE.

THE HONGKONG ICE COMPANY LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

W. M. PARKE,

Manager.

Hongkong, 2nd June, 1905.

[675]

MUSIC LESSONS.

LESSONS in VIOLIN, GUITAR, MANDOLINE, and in MUSIC, by a Teacher of Experience.

For terms, apply to—

"E.",

C/o Hongkong Telegraph.

Hongkong, 12th September, 1905.

[903]

LOST.

A LARGE, CURLY-HAIRED, DARK

GREY, AIREDALE TERRIER.

License No. 2,134 on Collar. Reward.

Natty.

Or/SCOTTY,

C/o Messrs. Butcherfield & Swire.

Hongkong, 28th September, 1905.

[973]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	MARKS.
YOKOHAMA & SHANGHAI,	POONA	About 15th October	Freight only.
MOJI and KOBE	C. R. Longden, R.N.R.		
TIENTSIN	ARCASIA	About 16th October	Freight and Passage.
PEKING	A. G. Culitti, R.N.R.	October 21st	See Special
LONDON	H. W. Kenrick, R.N.R.	Noon	Advertisement.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 7th October, 1905.

## Intimations.

**LANE, CRAWFORD & CO.**

GENTLEMEN'S OUTFITTING DEPT.

NOW SHOWING NEWEST AUTUMN NOVELTIES

IN SILK NECKWEAR.

LINCOLN & BENNETT'S CELEBRATED HATS.

TWEED GOLF & MOTOR CAPS.

A LARGE VARIETY OF

WALKING STICKS.

LEATHER LEGGINGS.

NEW STYLES AND CLOTHES

IN RAINCOATS.

EVERY REQUISITE FOR

DRESS WEAR.

LANE, CRAWFORD & CO.

Hongkong, 29th September, 1905.

**TURKISH CIGARETTES.**



JOHN PETRINO & CO.

GRAND FORMAT ..... Per Tin of 50 \$1.75

GOLD TIPPED ..... " " 50 1.60

STAR OF INDIA ..... " " 100 2.75

PRINCESS ..... " " 100 2.20

Telephone

SOLE AGENTS:

No. 75, CALDBECK MACGREGOR & CO.,

15, Queen's Road Central.

Hongkong, 27th September, 1905.

[17]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING OF MEMBERS of the above Club will be held in the CITY HALL, on SATURDAY, the 14th October, 1905, at 12.15 P.M.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, 2nd October, 1905.

[984]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SECOND ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1, Queen's Building, Hongkong, on THURSDAY, the 19th October, 1905, for the purpose of receiving the Report of the Directors, together with State-ments of Account for the year 1904 and for the half-year ending 30th June, 1905, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 9th October to the 19th October, both days inclusive.

By Order of the Board,

W. J. SAUNDERS, Secretary.

Hongkong, 14th September, 1905.

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CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Offices of the Undersigned at 12 o'clock (Noon) on FRIDAY, the 20th proximo.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th proximo, both days inclusive.

JARDINE, MATHESON & CO., General Agents, Canton Insurance Office, Limited.

Hongkong, 27th September, 1905.

[948]

CANTON INSURANCE OFFICE,

LIMITED.

NOTED for their WINES, SPIRITS

and PROVISIONS, of which they have

</div

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lissius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.: HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
-------------------	------------	-----------------------

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSCHAN,"	319 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

## THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine.
----------------	----------	--------------------------

"NANNING,"	569 "	C. Butchart.
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One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahming, Kunchuk, Kau-Kong, Samshui, Howli, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

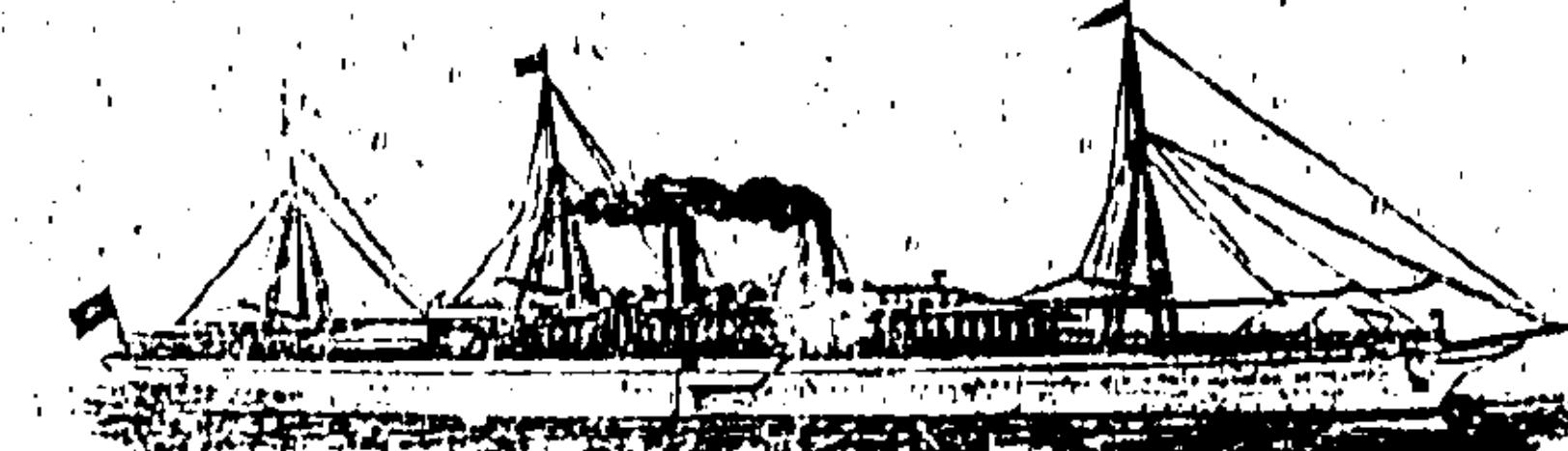
Fares:—Canton to Wuchow, Single \$15.00. Return \$15.00.  
Canton to Tak Hing, Single \$12.50. Return \$21.00.  
Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
Or BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.,  
Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION)

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPEROR OF CHINA," 6,000.	R. Archibald, R.N.R.	WEDNESDAY, 18th Oct.	
"ATHENIAN,"	1,400.	S. Robinson, R.N.R.	WEDNESDAY, 1st Nov.
"EMPEROR OF INDIA," 6,000.	E. Beetham, R.N.R.	WEDNESDAY, 15th Nov.	
"TARTAR,"	4,425.	W. Davison, R.N.R.	WEDNESDAY, 29th Nov.
"EMPEROR OF JAPAN," 6,000.	I. Pybus, R.N.R.	WEDNESDAY, 13th Dec.	
Hongkong to London, 1st Class, via St. Lawrence \$60.			
Hongkong to London, Intermediate on Steamer, and 1st Class Rail,	\$40.		\$42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

O. E. BROWN, General Agent,  
Hongkong, 20th September, 1905. Corner Pedder Street and Praya, opposite Blake Pier. (10)

## HAMBURG-AMERIKA LINIE.

ESTABLISHED 1871.

(Taking Cargo at Bremen Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIQUE PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG,  
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SLAVONIA,	HAVRE, BREMEN and HAMBURG.	18th October.	Freight and Passengers.
SEGOVIA,	HAVRE and HAMBURG.	1st Nov.	Freight.

SENEGAMBIA,	HAVRE and HAMBURG.	15th Nov.	Freight.
JABUR,	(Calling at SPOKE, PENANG & COLOMBO.)		

C. FERD. LAESZ,	HAVRE and HAMBURG.	About 29th Nov.	Freight.
V. HOFF,	(Calling at SPOKE, PENANG & COLOMBO.)		

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Only qualified Doctors are carried.

For further Particulars, apply to  
D. NOMA, TATTOOER,  
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1905.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD BREMEN.

EUROPEAN LINE.

STEAM FOR  
SINGAPORE, PEMANG, COLOMBO, ADEN, SUEZ, PORT SAID, MAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA AND BALTIQUE PORTS;  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
and luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.  
BAYERN ..... WEDNESDAY, 11th October.  
ZISTER ..... WEDNESDAY, 25th October.  
PRINCESS ALICE ..... WEDNESDAY, 8th November.  
SACHSEN ..... WEDNESDAY, 2nd December.  
PRINZ REGENT LUFTPOLD ..... WEDNESDAY, 6th December.  
PRINZ HEINRICH ..... WEDNESDAY, 20th December.  
PRINZ BISSEL FRIEDRICH ..... WEDNESDAY, 3rd January, 1906.  
GNEISENAU ..... WEDNESDAY, 17th January.  
ROON ..... WEDNESDAY, 31st January.  
PREUSSEN ..... WEDNESDAY, 14th February.  
ZIETEN ..... WEDNESDAY, 28th February.  
PRINCESS ALICE ..... WEDNESDAY, 14th March.  
SEYDLITZ ..... WEDNESDAY, 28th March.  
PRINZ REGENT LUFTPOLD ..... WEDNESDAY, 11th April.

ON WEDNESDAY, the 11th day of October, 1905, at Noon, the Steamship "BAYERN", Capt. H. Förster, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPEL, PASSENGERS, and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 9th October, and Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 10th October, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 10th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE,  
VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS. TONS. SAILING DATES.  
PRINZ WALDEMAR ..... 3,227 ..... TUESDAY, 17th October.  
PRINZ SIGISMUND ..... 3,303 ..... TUESDAY, 14th November.  
WILLEHÄD ..... 4,762 ..... TUESDAY, 12th December.

ON TUESDAY, the 17th October, 1905, at Noon, the Steamship "PRINZ WALDEMAR", Capt. C. Woltemann, with MAILED, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.  
EUROPEAN & AUSTRALIAN SERVICE.  
DIRECT FOR YOKOHAMA AND KOBE.

FOR STEAMERS ABOUT

YOKOHAMA & KOBE ..... PRINZ SIGISMUND \* ..... TUESDAY, 24th October.

SHANGHAI, NAGASAKI, SACHSEN ..... WEDNESDAY, 25th October.

\* Reaching Yokohama in less than 6 days.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 10th October, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAI HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip ..... \$12.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-U."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

The steamers sail from HONGKONG to SAMSHUI, SHIHING, TAKHING and WUCHOW.



## Intimations.

A. S. WATSON & CO.,  
LIMITED.

WINE & SPIRIT  
MERCHANTS,  
HAVE BEEN APPOINTED AGENTS  
FOR MESSRS.

ROBERT PORTER  
& CO.

BOTTLERS OF THE FAMOUS,

BULL DOG  
BRAND

BASS' ALE, GUINNESS STOUT,

AND

LIGHT ALES.

## PRICES:

PER CASE

"Bull-dog"			
Bass' Ale	8 doz. pts. \$15.	Per doz. pts. \$3.25	
"Bull-dog"			
Light Ale	4 " qts. \$18.	" qts. \$4.50	
in Champagne Bottles	8 " pts. \$24.	" pts. \$3.00	
(especially brewed for this market)	12 " splits \$27.	" splits \$2.40	
"Bull-dog"			
Guinness	8 " pts. \$24.	" pts. \$3.00	
Stout	Do. .... 12 " splits \$28.	" splits \$2.40	

A. S. WATSON & CO.,  
LIMITED.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.  
Hongkong, 23rd September, 1905.

[32]

\$16.00

WILL BUY A CASE

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL.

Hongkong, 13th June, 1905.

BIRTH.  
On 1st October, at Cheloo, the wife of LION G. SMITH, of a son.

MARRIAGE.  
On 2nd October, at Shanghai, LILIAN ALICE, daughter of James Park, of Melbourne, to HENRY EDGAR, son of the late Thomas R. Kimpton, of Melbourne.

The Hongkong Telegraph  
HONGKONG, TUESDAY, OCTOBER 10, 1905.

## THE Y.M.C.A.

After a very lengthy interval of silence, the Committee of the Young Men's Christian Association, have at last condescended to reply to what they term the "scurrilous" and "rancorous" remarks—although we are certain the majority of our readers will scarcely endorse these terms—which have been made in this column regarding the working of the Association. The Committee do not deign to answer *separately* the statements we made on the questions with which we dealt, holding that the real "charge" against the members of the Society is that they have "deliberately decided to exclude from their membership certain classes, namely, non-Europeans and Service men." According to the statement, which we publish elsewhere in this issue, the Association consists of 160 members, 80 of whom are righteous individuals, while the other 80 are free-lances, nomadic persons who do not claim to belong to any church. Of the first 80, thirteen compose the Committee of Management, which takes the credit for all the transactions that have served to evoke the criticism of those who are interested in the welfare of the Association. It should be understood, in the first instance, that whatever we have said against the operations of the Y.M.C.A. has been said in a spirit of goodwill and friendship. The Y.M.C.A. is an admirable institution, which has proved a boon to many a young man in the United Kingdom and America. Its aims and objects in the West are irreproachable; it has the sympathy of the entire community, and any criticism that has arisen with reference to the Hongkong branch has been the outcome of a spirit more of sorrow than of blame. In the first place, then, when we suggested that class distinctions were being fostered within the Association we were stating a fact which was admittedly a regrettable feature of the Hongkong branch. It is not denied by the Committee themselves that class distinctions—or as it is euphemistically described—"certain limitations to membership"—have gained the support of those responsible for the management of the organisation. And the amazing "plea" is put forward that probably each one of the 80 who are churchgoers and Christians is actuated by a certain amount of class prejudice. In the case of a society which designates itself as the Young Men's Christian Association this admission of fallibility and weakness is at least creditable as an evidence of sincerity, although it is an unworthy stain on some of the members. For we are absolutely convinced from the results of the meetings lately held behind locked doors at the Y.M.C.A. that the spirit of exclusion is not generally shared. The very fact that a meeting of members specially convened to discuss the question of whether Service men—the wearers of His Majesty's uniform—should or should not be admitted to membership was of the opinion by a large majority that they should be admitted indicates clearly that class distinction is not the fetish of the members generally, if it be one of the special tenets held by the Committee of Management. Then again on the question of the admission of non-Europeans, can the Committee of Management honestly lay their hands on their hearts and declare that the Association is absolutely free from the non-European element? Of course they cannot. Any non-European, we venture to think, who has the advantage of influence or position will find his way to membership—and good luck to him. So that on the point that non-Europeans are not admitted to the Y.M.C.A. we would submit that the Committee of Management have failed to make out a good case. Why do they not say at once that non-Europeans or non-anybody else will be admitted provided they can obtain the support of a few of the leading members of the Committee? For that is what it amounts to, and we defy the Committee to deny it. After all there are many non-Europeans whose society and intellect are quite on a par, with some of the European members. There are no doubt many objectionable non-Europeans, but who will dare to say that all Europeans in Hongkong are such delightful companions and bear such immaculate reputations that they would be entitled to admission to any institution? Moreover, members are elected by ballot. If the Committee desire to exclude any candidate for admission they have only to exercise their privilege of the poll. Many a young man who has been born in Hongkong—and that would seem to be a misfortune to plague their whole lives in the eyes of the Committee—has been approached on the subject of joining the Y.M.C.A.

but he has refrained from pushing his claim. No doubt Australians, Canadians, West Indian creoles and all the rest of our kindred beyond the seas would be equally ineligible in the same circumstances because they did not happen to be Europeans. Oh blessed word! The wisdom of the Hongkong Y.M.C.A. has evolved in the word "European" a modern equivalent of that blessed term "Mesopotamia," and roll it round their tongues with equalunction. Yet these very same non-Europeans, most of whom would doubtless fancy themselves the equal of Europeans generally, those very same Japs, for example, who are honoured by our King, would be readily admitted to any Y.M.C.A. in the United Kingdom, if not in America. But then only the aristocracy of Great Britain come to Hongkong to earn a livelihood—and to complain that they cannot live on their incomes—and they could not denounce themselves by associating with lesser mortals. It is a sad commentary on the ways of the Far East to-day. The associates, those inconsequent negligible people who don't go to church and profess nothing, are not responsible for anything done at the "club." One can imagine the stinging attack which a member might make on an associate who attempted to influence the Y.M.C.A. "Who is that speaker?" a member would trenchantly remark. "Only an associate, a Philistine in the camp, a nonentity, a presuming nondescript." And the poor associate would be squelched once and for all. But these associates, we are told, join on account of the club features of the Hongkong Y.M.C.A. It would be interesting to learn what those club features have been in the past. A billiard room, with perhaps a single table, a reading room with a few magazines and newspapers, a library with some standard authors represented in it, and a balcony, where they may listen to the strains of the Hongkong Hotel band on Saturday nights. There is or was a swimming club, and perhaps there were other features of abounding virtue not known to the public; if there were, we may be quite sure that they were all "extras," and "extras" which could be taken advantage of by outsiders who had not paid the initial fees. The system in vogue at the Y.M.C.A. is vaguely described as the "metropolitan plan." Taking the word "metropolitan" to mean towns such as New York, Boston, London or Manchester, it is not absurd to precipitate such a system upon a tiny spot in the Far East, where the conditions are so entirely different? If they had said they followed a "cosmopolitan plan" one could have understood it; but preserve the Hongkong Y.M.C.A. from the rabble, the non-European Christians. Of course, there is a Chinese Y.M.C.A. here, and it is admirably conducted. But just as all Chinese might not care to rub shoulders with each and every European who traced his origin to the purloins of Soho, or the alleys of Montmartre, so every non-European might not desire to come into contact with Chinese with whom he had no interests in common, and for whom association and good fellowship would be impossible on either side. It is all very well to say that the backers of the Y.M.C.A. have told the Committee of Management to move with caution. The Committee have moved with such an excess of caution that they have never succeeded in paying their way. They have charged a big entrance fee, a comparatively large monthly subscription, and have determined that all the so-called "club features" should be considered as "extras" and paid for accordingly; yet there is no money in the venture. Month after month the backers have found that as the result of this wonderful caution they were called upon to pay out sums from the guarantees they had offered. Would it not be wiser if the Committee of Management showed some enterprise instead of so much caution? We submit the idea with all diffidence. And now as to the Service men who applied for admission. Kipling has written of the people who speak of the "thin red line of heroes" in time of war and can only find contemptuous phrases for the soldiers and sailors in the piping times of peace. Of course, peace prevails to-day and we have no use for the "soldiers of the King" or the men of "the King's Nave." Perhaps the soldier is himself to blame, for that is what it amounts to, and we defy the Committee to deny it. After all there are many non-Europeans whose society and intellect are quite on a par, with some of the European members. There are no doubt many objectionable non-Europeans, but who will dare to say that all Europeans in Hongkong are such delightful companions and bear such immaculate reputations that they would be entitled to admission to any institution? Moreover, members are elected by ballot. If the Committee desire to exclude any candidate for admission they have only to exercise their privilege of the poll. Many a young man who has been born in Hongkong—and that would seem to be a misfortune to plague their whole lives in the eyes of the Committee—has been approached on the subject of joining the Y.M.C.A.

be the real explanation, then all we have said of the Hongkong Y.M.C.A. is withdrawn, our contention for an "open door" policy has been accepted and acted upon, so that the main grievance we voiced against the Y.M.C.A. is cleared away. Still the introductory paragraphs extending over a column do not lead to that halcyon view of the sentence which states that "any persons who might apply" will be admitted, comes with a rush at the very end of the Committee of Management's statement, without point or flourish. Perhaps we have been over-strenuous in appealing to the better instincts of the Committee of Management, but, at any rate we have led them to consider this question of class distinction and class prejudice, and if we have induced them to admit "not only Service men, but any persons who might apply" our end is attained.

## DISTINGUISHED ENGLISH VISITORS

## ARRIVE IN HONGKONG.

Among the arrivals at Hongkong to-day are several distinguished Englishmen, including Sir Michael Hicks-Beach, M.P., Sir Edward Doyle, K.C., and Mr. Balfour Brown, K.C. These gentlemen, with whom are Lady Lucy and the Misses Hicks-Beach, are on their way to Singapore in connection with the Tanjong Pagar D.ck Arbitration.

Shortly after noon the distinguished party went to Headquarters House where they were entertained at tiffin by H.E. the General Officer Commanding, Major-General Villiers Hatton, and Mrs. Hatton with whom were also Col. Fitton, D.S.O., and Major Chichester, D.A.A.C.

This evening the visitors will be the guests of H.E. the Governor, Major Sir Matthew Nathan, and to-morrow will continue their voyage to Singapore. The *Jahan Mall* makes the following reference to the visit, to Japan, of the Ex-Chancellor of the Exchequer:

"To those who saw the eminent British statesman when he landed in Yokohama on Sunday, the nickname which the House of Commons tacked onto him in years gone by, "black Michael," seemed hardly to apply.

But though time has blanched his visibl[e] raven locks, it has not bowed his tall, thin, wiry figure, and he still carries himself as though quite unconscious of the burden of years."

## LOCAL AND GENERAL.

THE English mail of the 9th September was delivered in London on the 7th inst.

It is reported that a Chinese commission will be sent by the Board of Revenue to investigate the minting of copper coins in the various provinces.

THE Chinese Government has telegraphed to the Viceroy and Governors to ascertain whether the abolition of the *lukin* stations can be carried out at once.

A TOKIO despatch to the *Shimpo* says that the battleship *Retribution*, which was raised a few days ago at Port Arthur, has now been renamed the *Hizen*, after the province in which Nagasaki is situated.

THE U.S. cruiser *Cincinnati*, which recently went aground in the Bungo Channel on her voyage from Japan to Shanghai, arrived at Shanghai on Thursday, the 9th inst., and moored at the Norddeutscher Lloyd Buoy.

THE Government has telegraphed to the Viceroy and Governors, requesting them to consider the advisability of imposing a poll tax throughout the Empire. The adoption or rejection of the measure depends on their reports.

THE work of floating the *Norfolk* at Korsakoff is progressing. As the nature of the damage is not severe, she will be floated in the near future. The *Nichi Nichi* says that the cruiser was built under the special instructions of the late Admiral Makarov.

CAPT. F. S. Ward, aide-de-camp to H.E. the General Officer Commanding, requests us to contradict the statements which have appeared in a morning contemporary to the effect that he had shot four pigs, and that he was bitten by a scorpion while in Horne.

THE southern and northern troops of the Pei-yang army were to commence military manoeuvres from Sunday last at Hochien-fu and all the foreign military attaché in Peking applied to the Waiwupu for their permission to proceed to the scene of the manoeuvres.

IT is reported that the U.S. Government has recently wired to the U.S. Minister at Peking to inform the Waiwupu that the bill relating to the Chinese exclusion treaty will not be placed before Congress till January, 1906. However, further details are still awaited.

MR. H. E. Pollock, K.C., returned from Shanghai to-day. Mr. Pollock was retained for the plaintiffs in the case of Messrs. Dodwell & Co. v. E. J. Moss, at the Supreme Court, which opened on Thursday. He was introduced to Mr. Justice de Saumarez on Wednesday and admitted to practice in the Shanghai Supreme Court.

BEFORE the Hon. Mr. Basil Taylor, Marne Magistrate, Mr. McIvor, Inspector of Junks, prosecuted Cheung Wing Tai, master of junk *Choy Lee* for persistently refusing to obey complainant's orders. Complainant found the junk in question alongside the Naval Yard Extension without a special permit, and told the master to go to the proper junk anchorage. As the man demurred complainant warned him if he were not away within half an hour he would be prosecuted. The junkmaster ignored the order, hence these proceedings. Asked what he had said to defendant said he was "very busy." Pressure of business cost him \$20.

A SPECIAL telegram has already appeared in our columns on the good impression which the new Alliance has made on China, and we now learn that their Majesties, the Emperor and the Empress Dowager, are quite satisfied with the Treaty, and Prince Ching thinks that by the new Alliance China has been saved from the incessant intrigue and aggression which Russia, Germany, and France have hitherto cast around her, and that from now the integrity of her territory and the protection of China's interests is guaranteed. H.E. Viceroy Yuan Shih-kai is also impressed as to the benefits the Alliance between Great Britain and Japan will confer upon China.

The *Nanfangbao* understands that an additional viceroyalty is to be created in China, and that the new Viceroy will reside at Mukden and have jurisdiction over Kirin and Heilungchian. The Government proposes to place the three provinces of Honan, Shantung, and Shansi under the jurisdiction of the Viceroy of Chihli. The attaches and interpreters attached to the Commission going abroad have left Peking for Shanghai, but the date of the departure of the Commissioners is undecided. H.E. Yang, Minister to Japan, has been commanded by Imperial Rescript to effect the arrest of the Chinese Revolutionary Party in Japan, the Peking authorities being instructed that the bomb outrage was perpetrated by revolutionaries.

The *Nanfangbao* understands that an ad-

## TELEGRAMS.

## HONGKONG TELEGRAPH SERVICE.

## THE NEW DOMINION.

## RUSSIA OPERATING MINES.

CHINESE ALARMED.

[From Our Own Correspondent.]

Shanghai, 10th October,

1.35 p.m.

It has transpired that the fact of Russians operating the mines in the New Dominions has impressed the Chinese being greatly alarmed.

The Chinese being greatly alarmed, military have been ordered to be posted in the territory.

In connection with the above wire the following telegram, dated from Peking, on 3rd October, and printed in the *Macau News*, is of interest: "It has been discovered that a certain Chinese official has privately sold a petroleum mine at Kuchien in the New Dominion to Russians and negotiations are now proceeding with the Walipu and Mr. Pokoloff, the Russian Minister in Peking, in the matter." H.K.T.

## GHASTLY FIND.

## IN THE NEW TERRITORY.

In September, 1903, one Lo San Kin, a farmer, living at Au Tai, in the New Territory, disappeared and was seen no more in his native village. No suspicion was aroused at the time, but later, two men and a woman, neighbours of the man Lo, also disappeared, and it was then believed that they were concerned in the mysterious disappearance of Lo. Last month the two men returned to Au Tai, and as their conduct appeared suspicious their affairs were investigated, and from certain information received by the police, the backyard of the house where Lo had lived was dug up, and his body was discovered, and identified by the neighbours. It had a wound through the back of the neck—evidently inflicted by a knife which had been inserted in the mouth—while a rope was tied tightly round the throat. Near the body was a knife believed to be the one with which the wound in the neck had been inflicted. This knife when shown to the neighbours was recognized by them as the property of one of the men who had just returned to Au Tai, after nearly two years' absence. The men were then arrested and now await trial on the capital charge.

A curious circumstance in connection with this case is the fact that, after having been buried for upwards of two years, the body when exhumed appeared to be quite fresh, and showed the mark of a blow inflicted on the forehead by some heavy blunt instrument. The neighbours upon the finding of the body state that they remember that the two men and the deceased had a quarrel just before the mysterious disappearance of the latter, owing to his advising them to call back the soul of one of their kinsmen who had just died, and one of the men, now arrested, is said to have flung a stone, forceably at his head. The woman concerned has not been traced so far.

## KITCHENS AND OPIUM.

## A 'CUTE TRICK.'

When the cargo junk 223 arrived in the harbour yesterday Sergeant Garrod in the usual course of his duty, boarded her to search for anything illicit. He found nothing and was leaving the junk when two little kittens in a basket attracted his admiring attention. He picked one up and stroked it, and then found both his hands smothered in opium, and an examination showed that the kittens "little Marys" were smeared thickly with the drug. The owner's arrest was followed by a fine of \$20 or three months' hard labour.

THE other morning as the C.N.S. *Manchang* was going up the river at Shanghai she grounded on the Pootung Point, and, the tide being on the ebb, remained there until noon, in spite of the efforts of the tug *Fuhie* to tow her off. When the

## TELEGRAMS.

[Rule's.]

## The Straits Command.

London, 8th October.

Colonel Inigo Jones, C.B., Scots Guards, has been selected to command the troops in the Straits Settlements.

[Colonel Inigo Richmund Jones, is the Lieutenant-Colonel commanding the Scots Guards with whom he served in the Egyptian campaign at Seckin, 1885. In the late Boer war he was the Major-General in command of the Guards. Ed. W.K.T.]

## The "Matin" Disclosures.

## STARTLING ALLEGATIONS.

The *Matin* continues its disclosures re the Morocco embroil, and now affirms that England offered M. Delcasse to mobilise the fleet, seize the Kiel canal, and land 100,000 men in Schleswig Holstein.

The offer would be confirmed in writing if France so wished.

## The Suez Canal.

Later.

The Suez Canal is re-opened.

## British Trade.

Imports to September show an increase of £2,658,642 and exports an increase of £3,421,801.

## Moscow without Newspapers.

## COMPS. ON STRIKE.

No newspapers are being published in Moscow in consequence of a strike of compositors.

## The Prince and Princess of Wales' Tour.

The Prince and Princess of Wales will leave Genoa on the 21st instant.

## [N. C. D. News.]

## Plague in Manuria.

Tokio, 3rd October.

Plague has broken out in the neighbourhood of Lake Dalainor (or Kulin), on the western borders of Manchuria. The Trans-Baikal provinces are declared infected.

## The Grand Old Marquis.

Tokio, 4th October.

Marquis Ito was received in audience by the Emperor this afternoon.

## A Commercial Celebration of the Alliance.

Tokio, 4th October.

Marquis Saionji (Leader of the Seiyukai) and Count Okuma (Leader of the Progressives) are to speak to-morrow before the Associated Chambers of Commerce, which propose to hold grand celebration of the Anglo-Japanese Alliance on Friday.

## The Progress of Princess Alice.

Tokio, 4th October.

Miss Roosevelt has arrived at Yokohama.

## The Panic in Peking.

Peking, 4th October.

Since the bomb outrage, the people of Peking have been in a state of alarm. It is feared that rioters may attack the residence of the High Commissioners at Wanhsien, and precautions are being taken accordingly.

## A Boycott in Bengal.

Tokio, 5th October.

A Kobe consular telegram says that the boycott of foreign goods in Bengal is spreading, but the demand for Japanese goods is increasing.

## [Strait Times.] Tibetan Negotiations.

## CHINESE ENVOY LEAVES BEFORE THE FINISH.

Simp., 2nd October.

The Chinese Envoy, Tang-Shan-yih, who came to India to discuss the Tibetan question with the Indian Government, has left for China on the plan of ill health, without having concluded the negotiations intended to Tibetan.

[The Chinese Envoy went to India some months ago to negotiate direct with the Indian Government. The Chinese Government intends now to treat direct with the Government at London.—Ed. S.Y.]

## Lord Minto's Departure Delayed.

London, 30th September.

Lord Minto has changed his plans, and it is now arranged that he will leave Vasselles on Nov. 3rd, and arrive in Bombay on Nov. 17th.

## French Sugar Failure.

The Paris market is depressed in consequence of the failure of the Lascante Viallet—an important sugar company.

## Director's Sudden Death.

M. Labugnie, a director of the Egyptian Sugar Refinery Company, with which the late M. Cronier, who recently committed suicide, was connected, has died suddenly at Cairo.

## M. Witte.

M. Witte, on his arrival at St. Petersburg, was enthusiastically greeted, at the railway station.

M. Witte held a long conference with Count Lansdorff yesterday.

## Prince of Wales.

The King has invested the Prince of Wales with the Grand Crosses of the Star of India and the Indian Empire.

## The New Lord Mayor.

Alderman Walter Vaughan Morgan, the proprietor of *W.H. & Co.* and various trade partners, has been elected Lord Mayor of London for 1905.

## Royal Visit to India.

LATEST APPOINTMENTS. Captain the Hon. Hugh Tyrwhitt, M.V.O., has been appointed Commodore in command of the battleship *Ramsey* in which the Prince and Princess of Wales proceed to India, and his brother, the Rev. Hugh Tyrwhitt, has been appointed Chaplain to their Royal Highnesses during the tour.

[Captain Tyrwhitt, M.V.O., has been Private Secretary to the First Lord of the Admiralty since 1902.—Ed. S.Y.]

The training season in Shanghai is well advanced, the grass course, having been opened last week, brought the concert to a close, after which the audience sang the first stanza of "God save the King." Launches took the Hongkong visitors to and from the dock and everything was done for the comfort and welfare of the guests who spent a most delightful evening.

## THE INTERPORT RIFLE MATCH.

## HONGKONG SHOTS ON THURSDAY.

The Hongkong team will fire off this annual event on Thursday next, the 12th instant, on the King's Park Range at 2 o'clock p.m.

The following have been selected to form the team:—Ar. Sergt. Simons, R.W.C., Col. Sergt. Sp. Amer., R.W.C., Col. Sergt. Bullock, R.W.C., C.P.O. Manning, R.M., Mr. J. Welsh, R.M., Mr. J. Parkes, Mr. J. C. Gow, Capt. G. P. Lammett, H.K.V.C., Sergt. R. Lapsley, H.K.V.C., and Sergt. J. Andrews, H.K.V.C.

Reserves:—Bombarder A. Watson, H.K.V.C., and Mr. J. H. Pidgeon.

Any one desiring to witness the shooting is invited to do so.

## SINGAPORE OBJECTS TO MORNING SHOTS.

The Singapore team, in view of the coming match with Hongkong and Shanghai, should consider very seriously whether, taking the range as it lies, it is prudent to risk the chances of success in morning shots.

Frankly, we (*Singapore Free Press*) do not think it is.

To get down to the range early, must mean something of a rush for those who have to go long distances, and the mere fact that one man who had to go to Balester from Alexandra Park made top score, is an exception that does not detract from the general force of the reason against anything like a sense of hurry before an important shoot.

Then no man properly "in tune" early in the morning. His circulation and nervous system need time, after sleep, to get into true working equilibrium. And for that reason it will be found that a man is at his best, as regards a well-settled down temperament, sometime in the afternoon, after a moderately easy day.

In the morning, again, there is the certainty that two or three men will have anxiety about getting back to office; and even if that feeling is not acutely present, most of the men feel that the day is still to come, with all its duties and engagements. The mere subconsciousness of this is not conducive to the entire equanimity that every good team Captain should endeavour to assure to his men.

## AN UNFAVOURABLE CONDITION.

Then, again, and this is a powerful reason, is the fact that taking the final strain of the long range shoot on an intensifying light and a generally rising temperature, is, from the physical point of view, a very unfavourable condition, for Europeans at least. A few men may not know that they feel the effect of this in their shooting, but those who are more sensitive to small changes feel it acutely, whether they quite realise it or no. And as it is practically at the longest range team matches are won, the risk of making that the most difficult period in the shoot, implies a great responsibility on some one.

In the afternoon again all the conditions are altered for the better as regards the nervous condition of a team. Men are settled down for the day and everything in them is in true balance. There is no more work to be done, nothing to bother about, no sense of any subsequent duty to be done or appointments to be kept. Everything makes for the exclusion of every disturbing influence, and for the facility of concentration on the business in hand. The light at the longer ranges gets steady and serene, mirage disappears, and the barrel of the rifle keeps perceptibly cooler than in a morning shoot. Winds are apt to rise as the morning goes on and the sun gets higher, but in the afternoon the tendency is for the atmosphere to settle and for the light to steady down, the eye easily keeping in union with the slowly changing light.

## THE CAPTAIN'S RESPONSIBILITY.

The real thing for a team Captain to do on getting on the ground, is not to decide when to begin his shoot, but when it would be safe to end it. Then work back from that to the time to begin. The presence or absence of cloud will be the chief factor in guessing what the light will be when firing should cease, and good range arrangements can enable the whole time of firing a match to be calculated up to a ten minutes' margin. For the various reasons given above morning scores at 600 yds. will be found to vary widely from the mean team average; those made late in the afternoon will keep much closer to the team average, and be possibly as much as two points a man better. Which makes ten times the amount wanted to win or lose a match, as in the two-point loss of Singapore to Peking. The writer of these remarks will be glad if they are of any service to young shots. At any rate they may help to promote consideration and experiment.

## "SMOKER" AT KWLOON.

A very enjoyable concert was given by the employees of the Kowloon Docks on their grounds last night. Conditions could not have been more perfect,—bright, cloudless sky, with brilliant moonlight; the atmospheric delightfully cool, a well-arranged programme, and attentive hosts. The *Sociedade Philharmonica*, a very able orchestra, set the ball rolling with an excellent interpretation of the grand march "Here, there and everywhere." This was followed by "Father O'Flynn" sung by Mr. E. O. Murphy in his well-known style. He was deservedly cheered though no response was accorded—and wisely, considering the length of the programme, and the lateness of the hour when the concert commenced. Mrs. Lenford was extremely nervous when she appeared and commenced the pretty song "Sing me to sleep," but the nervousness gradually wore off, the voices became truer, and she sang the second verse very sweetly indeed, and with much pleasing expression. These remarks, indeed, also apply to her rendering of "Oh, Promise me"—that ever-popular drawing-room ballad, which she gave in the second part. In the absence of Mr. Walstow, Mr. Titmus, then favoured the audience with a very pretty solo, well played. He was followed by Mr. Edwards, who gave a fine interpretation of "A gay butterfly." Mr. W. Terrell, notwithstanding the fact that he was suffering from a sore throat, gave that beautiful song "Try to forget," which he sang very well though his hoarseness was very noticeable. The close of the first part was brought about by the orchestra playing selections from the "Belle of New York," and after an interval they opened the second part with "Hunky Dory" admirably played. Mr. Hume followed with "Caraval," which was very well sung. Mr. Walstow, who had now arrived, amused the audience with his "Imitations of children," "Courtship and marriage," and the "Pantomime." Mr. Pearson's violin solo, selections from "Manana" and "Marque de Twang," were very pleasingly rendered and much appreciated. Those were followed by Mr. Murphy's interpretation of the "Prodigal."

"The Crown of Gold," played in his style brought the concert to a close, after which the audience sang the first stanza of "God save the King." Launches took the Hongkong visitors to and from the dock and everything was done for the comfort and welfare of the guests who spent a most delightful evening.

## CHAU TUNG SHAN'S.

## HONGKONG PROPERTY ATTACHED.

Coming at this juncture the attachment of Chau Tung Shan's property in Hongkong caused considerable comment, on account of which a representative of this journal made some inquiries. As a result it was learned—authoritatively—that this attachment had no connection with the Canton matter, but was the outcome of a purely local affair. Having given two promissory notes for \$10,000 each by way of a security for an employee, to the Sun Tak Bank, the employee having absconded application was made to Chau for payment of his security, but the application was either ignored or overlooked in the pressure of other matters, and the Bank brought suit in the Supreme Court of Hongkong, obtained a decree *ex parte*, and the attachment followed. This is returnable on the 27th inst.

## HONGKONG CORINTHIAN YACHT CLUB.

Began in September of last year, the Hongkong Corinthian Yacht Club is already quite a flourishing association, having a membership of 71 and a balance in hand of close upon a \$100. The annual general meeting of the members was held at 35, Queen's Road Central last evening, those present being the Hon. Dr. Clarke, M. O. II, in the chair, Messrs. M. McIvor, W. H. Donald, E. M. Hazlewood, J. W. Bains, P. Gibson, F. Howell, J. Hand, W. A. Drake, Inspector Withers and J. Reidie, secretary.

## ANNUAL REPORT.

The annual report was presented as follows:—The Committee have much pleasure in submitting to you the Club's Annual Report and Accounts for the year ending 31st September, 1905. The club which is only in its infancy at present last and has now a membership of 71. The club deeply regrets to have to record the death of Mr. Thorne, one of its original members, who took great interest in the affairs of the club, and was a part owner of the *Ariel*. The subscription and entrance fees for the year amounted in all to \$105, and the expenditure to \$2176, leaving a balance of \$932 to the credit of the club, which may be considered as satisfactory enough to a young club just started. There were seven of the one-design class racing during the season, and six users took part in the races provided for that class. The *Nina* won the Club's Championship with 48 points; the *Gill* took second prize with 22. In the cruiser class the *La Cigale* took first prize (a cup presented by the Vice-Commodore of the club), and the *Ella* took second prize given by the club. The points gained by each boat during the season are as follows:—

## CRUISER-CLASS.

Nina	48	Astoria	2
Gill	22	Cam	0
Warrattah	10	Ariel	1
Hibernalia	5		

## LA CIGALE.

20	points	Marjorie	4
Elfin	14	Active	2
Ailon	10	Dari	3

The Commodore's Cup was won by *Hibernalia* and the *Warrattah* by *Auron*. The cup presented to the club by the *China Mail* was sailed under the auspices of the Hongkong Legatta, and was won by *Warrattah*. The spoons presented by Mr. Denison was won by *Gill* and *Nina* respectively. The thanks of the club are due to Mr. Hume, *China Mail* and Mr. Denison for presenting prizes to the club, and to the public who kindly came forward to swell the membership, without whose support we could not be in such a prosperous position, also to Mr. Thorne who kindly audited the accounts. The prospects of the club for the coming season are brightening, with the building of two new boats of the one-design class by Ah King, who expects to have them launched in six weeks.

## ALTERATION IN RULES.

The Chairman proposed, and Mr. Howell seconded, that the report and balance sheet be adopted and passed.

## Carried:

The following office-bearers were elected by ballot:—commodore, Hon. Dr. Clarke; vice-commodore Mr. E. M. Hazlewood; secretary, Mr. J. W. Bains; treasurer, Mr. J. Reidie; official treasurer, Mr. W. A. Drake; committee, Messrs. J. Hand, M. McIvor, Gibson, and Howell.

## PROPOSED CLUB HOUSE.

Mr. Donid brought forward several matters of importance including the desirability of the erection of a club house, the questions of securing a launch to follow the races and of devising a system of signalling for a launch to tow yachts in tow when desired. These were referred to the committee.

Mr. Donid's seconded.

## Carried.

The following office-bearers were elected by ballot:—commodore, Hon. Dr. Clarke; vice-commodore Mr. E. M. Hazlewood; secretary, Mr. J. W. Bains; treasurer, Mr. J. Reidie; official treasurer, Mr. W. A. Drake; committee, Messrs. J. Hand, M. McIvor, Gibson, and Howell.

## THE FLOWING MINE DANGER.

That the floating mine danger zone extends well south of the S.E. promontory is further proved by the receipt of the following telegram from the Commissioner of Customs at Chefoo, handed to the *N. C. D. News* by the Coast Inspector:—

Chefoo, 3rd October.

Mine seen yesterday. Lat. 35° 21' N. Long.

122° 36' E.

This location is right in the track of shipping. N.E. Promontory. Lighthouse bears N. E. (mag) distant 94 miles, and this mine was seen far off, very far from the scene of the disaster to the C.M.S. *Histchoo*.

As we recorded in our account of the catastrophe, the survivors of the *Histchoo* had barely time to escape with their lives, and everything they had in the way of personal belongings with them was lost. In the cases of the native passengers and crew this is a serious matter, and the sufferers would seem to have a claim at all events to be considered sympathetically against the

## Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.  
JOINT SERVICES.

TO RTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	11th October.
GLASGOW and LIVERPOOL	"DEUCALION"	24th "
GLASGOW and LIVERPOOL	"PINGSUWY"	29th "
GLASGOW and LIVERPOOL	"MENELAUS"	31st "
GLASGOW and LIVERPOOL	"HECTOR"	6th November.
GLASGOW and LIVERPOOL	"GLAUCUS"	14th "

S.S. "Calchas" left Singapore at daylight on the 6th inst., and is due here on the 11th.

## HOMEWARD.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	15th October.
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	7th November.
GENOA, MARSEILLES & L'POOL	"CHINGWO"	15th "
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	21st "

Taking cargo for Liverpool London Rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	DUE
VICTORIA, SEATTLE, TACOMA, and	"PINGSUEY"	31st October.
all PACIFIC COAST PORTS, and	"OANFA."	30th November.

NAGASAKI, KOBE and YOKOHAMA

## WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and	"KEEMUN"	24th October.
PACIFIC COAST	"MACHAON"	3rd November.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 7th October, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOY, MANILA, ILOILO and CEBU	"SUNGKIAN"	11th October.
SHANGHAI	"LINAN"	11th "

SHANGHAI

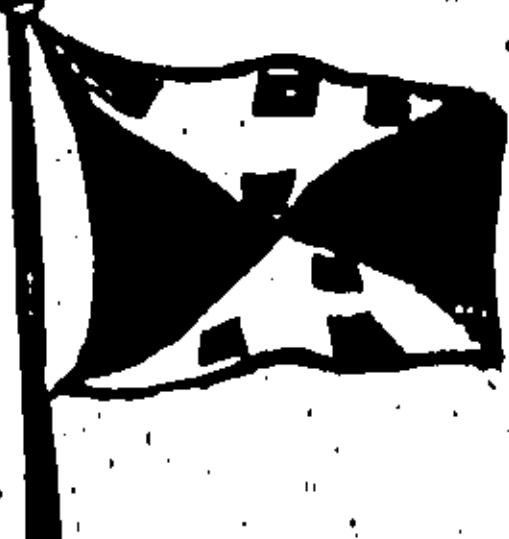
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK, TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE

YOKOHAMA and KOBE

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 10th October, 1905.

## HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	A. H. Neiley	AMOY AND MANILA	FRIDAY, 13th Oct., at 4 P.M.
ZAFIRO.....	2540	R. Rodger	MANILA	SATURDAY, 21st Oct., at Noon.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO.,  
GENERAL MANAGERS.

Hongkong, 7th October, 1905.

[5]

Hongkong, 7th October, 1905.

Hongkong,

## NEWS-FROM-KOREA.

EXTRAORDINARY WFAATHER—  
SERIOUS DAMAGE.

## JAPAN'S SEIZURE OF LAND.

Seoul, Sept. 16, 1905.  
 Nothing is talked about in Korea to-day but the weather. We have been having a phenomenal sea. At the end of August the Korean people were rejoicing over the prospect of a "fat year," and it was said that nothing could prevent it. To-day it is a question whether there will be a third of a crop. The typhoon of the 2nd and 3rd of September did incalculable damage all over the country, threw down and "lodged" enormous areas of rice, besides carrying away hundreds of houses and rendering thousands of others uninhabitable. Wonsan was the centre of the disturbance. The water rose until it was waist high throughout the Japanese settlement, carried away 150 Japanese houses, and piled up over eighty boats on the shore. Railway traffic was demoralised. Many of the bridges of the Seoul-Fusan railway were carried away, the huge iron girders being fantastically twisted and swept hundreds of yards from their foundations. The waters of the Han River rose to a point unequalled in ten years. Many Japanese had built on lots near the river, but twelve feet above low water mark. These were covered even to the roof-tree. Enormous quantities of timber and firewood were brought down on the exceptional flood. frantic attempts were made to save the rafts, which are from 100 to 300 feet long, but in many cases it was useless. The frail rafts "buckled" about the piers of the big bridge, and the shattered fragments went swishing down the tide. The water rose to within a yard of the floor of the bridge, and there was imminent danger for a time. The loss of this bridge would have been a great calamity.

But the typhoon was followed a week later by another storm in which the fall of water was unprecedented in this section. Something like nine inches fell in a single day. The streets of Seoul ran knee-deep, and the wide central street was dug out to a depth of two feet in places. The whole of the eastern part of the city was a lake. The water came over the floor of almost all the Korean houses, preventing the cooking of food and necessitating the holding of small children in the arms almost continually. What the Koreans suffer dumbly is quite beyond the reach of the Western imagination. All foreign houses seemed to be rifled with sieves, and the damage will run up into tens of thousands. In some parts of the city every wall about the foreign compound is levelled with the ground. Dead bodies of children have been seen floating down the great central ditch. The stories that come in from the country tell of devastated fields which have been covered deep with sand or completely washed away. So far as can be judged, the Korean people stand face to face with the greatest disaster that has visited them for decades. Troubles seem to be piling up on this unfortunate country. The forces of nature appear to be acting the last touch to her pathetic situation.

In the *Japan Weekly Mail* of September 9th is a leading article entitled "A Korean Question," in which the author takes to task the writer of a letter to the *Japan Chronicle* in which it was stated that land in the vicinity of Seoul had been requisitioned for "military purposes" and that the payment was ludicrously inadequate. Now I expressly declare that the *Mail* is ill-informed as to the facts, and that the statements made in that letter to the *Chronicle* can be substantiated; and furthermore I challenge the *Mail* to send a representative to Seoul to discover the facts on the ground. With my own eyes I have seen fields of growing grain torn up in the presence of their owners when not a cent had been paid for them. It is a matter of fact. The *Mail* claims to have gained information of some of the important facts of the case. It is willing to investigate the facts and put them down in black and white just as they stand. I very much doubt it. That paper descends to personalities. It does not know whether the critics of Japan "belong to a class of foreigners unhappily too common in Korea, who, having found their account in the deplorable condition of affairs hitherto prevailing in that country, now see that the advent of a new regime is gradually lessening even to the point of total disappearance their opportunities for dishonest gains." But the *Mail* "does not suggest that the letter which forms the text of this article was written by a person of class," merely ascribing it "to one who has taken rumour for gospel truth but has not had the fairness, one might even say the honesty, to seek authentic information." Now I, on my part, have something to suggest; namely, that the *Mail* might do well to seek information from other sources than merely the Government office in Tokyo. If the *Mail* did not mean to suggest that the writer of the letter which criticises belonged to the invincible class mentioned, why did it speak of it at all? In the same way I might say that there are some places where newspapermen are the mere puppets of the Government and are paid to uphold those Governments through everythin', right or wrong, but that I do not mean to suggest it. That sort of iniquitous is a very old trick and one that I had thought the *Mail* was above; but enough. The *Mail* may think that seventeen yen a kan for a tiled house which cannot be duplicated for twenty-five yen is compensation, but the owner cherishes not one on the point himself. The people who drive him out are getting a good deal for nothing. I have been personally approached by a score or more of Koreans who begged me to take over their property and hold it against the unjust exactions of the Japanese. This has been impossible of course in places where the Japanese have already driven their stakes.

Now that the war is over it is hoped by some that the broad area of land requisitioned outside the South Gate of Seoul and along the river may not be all required, but if it is to be used to pension off Japanese soldiers I see no immediate prospect of redress for the Korean. What we are most anxiously waiting for is the arrival of men from Japan to set up Civil Courts where cases between Koreans and Japanese can be impartially tried. The time has come when we should see the fulfilment of Japanese promises of reform in the peninsula. Every hour that this is delayed adds to the estrangement between the two peoples, and tends to confirm the Koreans in their belief that Japan is here simply for what she can get out of the country.

Reports that have arrived since writing this above indicate that the damage to the crops, while very serious, will not be so complete as was at first feared. In view of the partying, distinctly something like half a crop may be harvested. —*Japan Chronicle*.

## Shipping.

## Arrivals.

Rubi, Br. s.s., 1,619, A. II. Nooley, 9th Oct.—Manila, 7th Oct. Gen.—S. T. & Co.  
 Faoing, Br. ss., 1,710, Foray, 9th Oct.—Manila, 6th Oct. Gen.—B. & S.  
 Samson, Ger. s.s., 908, F. Richwaldt, 9th Oct.—Kohuchang, 1st Oct. Rice.—M. & Co.  
 Yochow, Br. s.s., 1,106, J. H. Brown, 9th Oct.—Shanghai, 6th Oct. Gen.—H. & S.  
 Beander, Br. s.s., 1,939, C. K. Macintosh, 9th Oct.—London via Antwerp and Singapore, 3rd Oct. Gen.—L. & Co.  
 Bencleuch, Br. s.s., 2,679, A. L. Reid, 9th Oct.—Shanghai, 6th Oct. Gen.—L. & Co.  
 Bayern, Ger. s.s., 3,128, H. Formes, 10th Oct.—Yokohama, 9th Sept. Mail, and Gen.—M. & Co.  
 Lightning, Br. s.s., 2,122, J. G. Spence, 10th Oct.—Calcutta, 23rd Sept. Penang, and Singapore, 4th Oct. Gen.—D. S. & Co., Ltd.  
 Hanoi, Fr. s.s., 738, K. M. Klausen, 10th Oct.—Halpong, 9th Oct. Pakhoi, 6th, and Holhaw, 9th Gen.—A. R. M.  
 Chowai, Ger. s.s., 1,115, H. Texon, 10th Oct.—Swatow, 9th Oct. Gen.—M. & Co.  
 Bantu, Br. s.s., 3,661, A. W. Wooster, 9th Oct.—Singapore, 3rd Oct. Gen.—N. Y. K.  
 Kanu, Br. s.s., 1,424, V. D. Dowson, 10th Oct.—Canton, 9th Oct. Gen.—B. & S.  
 Hellas, Ger. s.s., 1,510, H. Rohde, 10th Oct.—Canton, 9th Oct. Gen.—S. & Co.  
 Choyang, Br. s.s., 1,424, T. W. Selby, 10th Oct.—Canton, 9th Oct. Gen.—J. M. & Co.

## Clearances at the Harbour Office.

Jacob Diederichsen, for Halpong.

Kwangpoo, for Shanghai.

Renolders, for Nagasaki.

Henzelich, for Kohuchang.

Rejaburi, for Swatow.

Tse, for Quong-chow-wan.

Taming, for Manila.

Kansu, for Swatow.

Departures.

Oct. 10.

Princess Alice, for Shanghai, &amp;c.

Rajaburi, for Swatow.

Aborga, for Singapore.

Kutung, for Calcutta.

Kwangtung, for Shanghai.

Jacob Diederichsen, for Halpong.

Jacob Diederichsen, for Canton.

Passengers arrived.

Per Benetech, from Shanghai—Mr. A. R. Page.

Williams, and Mr. Ross.

Per Yochow, from Shangai—Mr. and Mrs. Williams, and Mr. Ross.

Per Lightning, from Calcutta, &amp;c.—Mr. and Mrs. Leon. Messrs. J. A. Innes, C. B. Peter, A. F. G. Gibbs, G. Parker, C. Chatterjee, 472 Chinese, 12 Indians, and 1 Japanese.

Per Rubi, from Manila—Major G. M. Barbour, Dr. Fahrander, Messrs. H. S. Chevethon, W. J. Kenny, G. Denton, H. E. Smith, F. L. Bradford, H. W. Mitchell, F. E. Keing, Mr. and Mrs. Lucas, T. Quan Yee, T. S. Akina, and 79 Chinese.

Per Choyang, from Swatow—Mr. H. Crocket.

Per Evers, for Hongkong from Yuhkuim—Messrs. A. T. Tavares, V. G. Utter, K. Matuda, A. Sanden, Misses Baker and F. P. Winn. From K. B. Meyer, Whiffield, S. L. Lowell, F. L. Leverett, J. T. Fisher, and C. C. Conner. From Nagasaki—Mr. Fraser, and Capt. Mr. Focken, M. E. L. Silvers, Mrs. H. Dutard, Mrs. E. R. Hobbs, Mr. A. Bastin, Mrs. Paljak, Messrs. W. Brown, W. Schindl, C. R. Scott, A. C. Young, H. E. Pollock, Mr. and Mrs. Burtell, Messrs. Cito, E. A. Agie, T. M. Rottho, Miss Alves, Messrs. T. B. Hermann, L. B. Worcester, Miss Grace Tarrills, Mr. and Mrs. Horst and child, Messrs. F. T. Rodriguez, L. Lange, and Mrs. Rita Pescio.

Lightning left.

Str. Lightning from Calcutta—Strong NE. monsoon.

Str. Hain from Halpong—NE. wind, and fair weather throughout.

Str. Yochow from Shanghai—Moderate NE. monsoon, and fine throughout.

Str. Paotie from Manila—Fine weather throughout, fresh N.W. wind, moderate sea.

Str. Rubi from Manila—Moderate NE. winds, and sea, fine and clear throughout the voyage.

Vessels in Port.

STRAND.

Atlantis, Am. s.s., 962, Aldegaer, 1st Oct.—Manila, 28th Sept., Gen.—Order.

Capri, Ital. s.s., 4,195, G. Belisio, 3rd Oct.—Singapore, 27th Sept. Gen.—C. &amp; Co.

C. Diederichsen, Ger. s.s., 724, H. Schlaikier, 8th Oct.—Halpong, 3rd Oct., and Ho-how, 7th Oct. Gen.—J. &amp; Co.

China, Am. s.s., 3,186, D. E. Friele, 9th Oct.—San Francisco, 6th Sept., and Manilla 7th Oct., Mails and Gen.—P. M. S. Co.

Clavering, Br. s.s., 2,151, D. Barton, 6th Sept.—Sa-ina Cruz, 31st Aug., Ballast.—C. S. S. Co.

Doris, Manu. J. s.s., 1,616, Tagami, 6th Oct.—Naganaki, 1st Oct., and San Produkt, and Gen.—Order.

Empress of China, Hir. s.s., 3,046, R. Archibald, R.N.R., 16th Sept.—Vancouver, B.C., 4th Sept., and Shangai, 24th Mails and Gen.—C. P. R. Co.

Hatching, Br. s.s., 1,267, A. E. Hodges, 8th Oct.—Fochow, 24th Sept. and Amoy and Swatow, 7th Oct., Gen.—D. L. &amp; Co.

Hinsang, Br. s.s., 1,55, W. E. Sawyer, 4th Oct.—Java, 24th Sept., Sugar.—M. &amp; Co.

Laertes, Br. s.s., 1,341, J. B. Jackson, 1st Oct.—Saigon, 27th Sept., Meal and Gen.—Chinese.

Pitmanuk, Ger. s.s., 1,268, L. Gorcen, 8th Oct.—Bangkok, 1st Oct., Gen.—B. &amp; S.

Quinta, Ger. s.s., 2,920, Frabm, 9th Oct.—Chafou, 30th Oct., Gen.—S. &amp; Co.

Suisang, Br. s.s., 1,615, G. H. Pennefather, 9th Oct.—Manila, 6th Oct., Ballast.—B. &amp; S.

Talyuan, Br. s.s., 1,45, L. Dawson, 2nd Oct.—Sydney 11th Sept., Queenland Ports and Thursday Island 20th, and Manila 29th, Gen.—B. &amp; S.

Tely, Nor. s.s., 741, L. Enger, 1st Oct.—Rajang, 17th Sept., Timber—order.

Tolaiau, Ger. s.s., 1,002, C. Koch, 6th Oct.—Bangkok, 27th Sept., Rice and Gen.—M. &amp; Co.

Victoria, Ch. s.s., 914, J. F. Messer, 1st Oct.—Nanchang, 24th Sept., and Chafou, 26th, Bulk Beans and Gen.—Order.

Yensang, Br. s.s., 1,12, P. H. Rolfe, 9th Oct.—Manila, 6th Oct., Gen.—J. M. &amp; Co.

Wik, Ger. s.s., 1,900, H. Cardens, 25th Sept., Moi, 1st Sept., Coal.—J. &amp; Co.

SAILING. V. RUHRIN.  
 Churchill, Am. 4-masted sch. coo., Hullman, 27th Aug.—Aiphong, 23rd Aug., Ballast—Master.  
 Combergen, Br. ship, 1,686, C. G. Dixius, 25th Sept.—New York 14th June, Case Oil—S. O. Co.

Escudier, Ger. 4-masted ship, 2,103, O. Dickmann, 2nd Sept.—New York 19th May, Paraffine—Order.

Srid Jasma-j, Jap. yacht, 260, Matsushima, 1st Oct.—Kobe, 20th Aug., and Fochow 2nd Oct.

Steamers Extracted.

The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 1d. to 1d. for each half ounce.

Mails for Canton, Samshui, Wuchow and Macao will be closed on weekdays at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Nantao, Sabus, Kongnou, Kunchuk, Samshui, Wuchow and Canton every evening at 6 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.

Allen, Mrs. T. W., Kent, H. W.

Babour, G. M., King, F.

Battiscombe, H. G., King, F.

Bell, R.M., Lieut. H. F. Kingcome, Mr. &amp; Mrs. Mrs. &amp; Mrs.

Bilaspur, P. &amp; G. Co., Mrs. &amp; Mrs. Mrs. &amp; Mrs.

Bilaspur, P. &amp; G. Co., Mrs. &amp; Mrs. Mrs. &amp; Mrs.

Bilaspur, P. &amp; G. Co., Mrs. &amp; Mrs. Mrs. &amp; Mrs.

Bilaspur, P. &amp; G. Co., Mrs. &amp; Mrs. Mrs. &amp; Mrs.

Bilaspur, P. &amp; G. Co., Mrs. &amp; Mrs. Mrs. &amp; Mrs.

Bilaspur, P. &amp; G. Co., Mrs. &amp; Mrs. Mrs. &amp; Mrs.

Bilaspur, P. &amp; G. Co., Mrs. &amp; Mrs. Mrs. &amp; Mrs.

Bilaspur, P. &amp; G. Co., Mrs. &amp; Mrs. Mrs. &amp; Mrs.

Bilaspur, P. &amp; G. Co., Mrs. &amp; Mrs. Mrs. &amp; Mrs.

Bilaspur, P. &amp; G. Co., Mrs. &amp; Mrs. Mrs. &amp; Mrs.

Bilaspur, P. &amp; G. Co., Mrs. &amp; Mrs. Mrs. &amp; Mrs.

Bilaspur, P. &amp; G. Co., Mrs. &amp; Mrs. Mrs. &amp; Mrs.

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Bilaspur, P. &amp; G. Co., Mrs. &amp; Mrs. Mrs. &amp; Mrs.

Bilaspur, P. &amp; G. Co., Mrs. &amp; Mrs. Mrs. &amp; Mrs.

Bilaspur, P. &amp; G. Co., Mrs. &amp; Mrs. Mrs. &amp; Mrs.

Bilaspur, P. &amp; G. Co., Mrs. &amp; Mrs. Mrs. &amp; Mrs.

## Intimation.

## THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

The following are in Stock:

**PRIME AUSTRALIAN BEEF, MUTTON, LAMB, PORK.**  
DAIRY FARM FED PORK.

Bacon, Best Wiltshire ..... \$2.70 per lb  
"Caro's" Meat Extract, 2 oz ..... 70c per pot  
"do" ..... 1.15  
Ducks, Local (dressed) ..... 65c each  
Fish, Fresh Canadian Salmon ..... 60c per lb  
Fish, Australian Smoked Mullet ..... 60c  
"Fish," do ..... 1.15 "Schnapper" 65c  
Geese, Local (dressed) ..... 65c each  
Hares, Australian 1st Grade ..... 1.40  
Ham, Best York ..... 70c per lb  
Ham, Australian "Pineapple" Brand ..... 60c  
(acts extra per lb for Ham if cut)  
Kidneys, Australian Sheep ..... 65c each  
Lemons, Australian ..... 48cts & 62cts per doz  
Oysters, American (large size, in tins) ..... 1.50 per tin  
Oysters, Australian (in bottles of 24 & 5 doz) ..... \$1.25 & \$2.50 per bottle  
Pigeons, Local ..... 50c each  
Rabbits, Australian 1st Grade ..... 65c  
Sausages, Australian Fritz ..... 63c per lb  
Sausages, Own Make (of Australian Meats) ..... 25c  
Tongues, Australian Sheep ..... 20c each  
Turkeys, Choice Australian (plucked) ..... 60c per lb

**SPECIAL NOTE.**  
Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.  
Orders for NOON should be sent in by 8.00 A.M. the same day.  
Orders for 3.30 P.M. should be sent in by NOON the same day.  
Hongkong, 6th October, 1905. [988]

## Mail.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAILS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"CHUSAN," Captain H. W. Kearick, R.N.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 21st October, noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Orionella," 6,525 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.  
Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be shipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Moldavia," in London on the 2nd December.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
L. S. LEWIS,  
Acting Superintendent,  
Hongkong, 7th October, 1905. [12]

## Mails.

## MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, DJIBOUTI, EGYPTE, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "CALEDONIEN," Captain Gregor, will be despatched for MARSEILLES on TUESDAY, the 17th October, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. "Australien" bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:-  
S.S. "OCRAANIEN" ..... 31st October.  
S.S. "SALAZIE" ..... 14th November.  
G. DE CHAMPEAUX, Agent.

Hongkong, 4th October, 1905. [7]

**NORTHERN PACIFIC LINE.**  
**BOSTON STEAMSHIP COMPANY.**  
**BOSTON TOW-BOAT COMPANY.**

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Shawmut ..... 9,600 E. V. Roberts 19th Oct.  
Hyades ..... 3,753 Geo. Wright 20th Nov.  
Tremont ..... 9,600 T. W. Garlick 24th Nov.  
Lyre ..... 4,417 G. V. Williams 9th Dec.  
Pleides ..... 3,753 F.G. Purington 29th Dec.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "Shawmut" and "Tremont" are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 9th October, 1905. [8]

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE

GENERAL HOUSEHOLD

REQUISITES,

&amp;c., &amp;c., &amp;c.

## DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



Telephone 255.

AMATEUR WORK Recieve PROMPT and CAREFUL ATTENTION.  
Hongkong, 10th May, 1905.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTS. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID-UP.	POSITION AS PER LAST REPORT REVERSE.	AT WORKING ACCOUNT.	LAST DIVIDEND	APPROXIMATE RETURN, PRESENT QUOTATION.	CLOSING QUOTATION.
<b>BANKS.</b>				\$1,000,000 \$850,000 \$250,000	\$1,702,728	£1 15/- @ exchange 1/10 = \$18.00.07 for first half-year 1905	48%	\$9.5
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125		\$41,708	£1 (London 3/6) for 1903	...	London 1.94 \$18 buyers
National Bank of China, Limited	99,025	\$7	\$5	\$200,000				
<b>MARINE INSURANCES.</b>				\$1,400,000 \$81,739.5	\$150,494	\$1 for 1903	5%	\$34.5 buyers
Canton Insurance Office, Limited	10,000	\$250	\$50					
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,002 \$362,106 \$371,445	Nil.	\$4 for year ended Jan 1, 1904	51%	\$38 buyers
North China Insurance Company, Limited	10,000	\$25	\$5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8%	Tls. 82 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$72,749 \$803,111 \$84,771	\$1,078,097	\$3 for first half-year 1905	48%	1280 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60					
<b>FIRE INSURANCES.</b>				\$1,000,000 \$188,919	\$329,047	\$12 and \$3 special dividend for 1903	81%	\$17.5 sellers
China Fire Insurance Company, Limited	20,000	\$100	\$10					
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,504	\$360,372	\$34 for 1903	100%	\$340 sellers
<b>SHIPPING.</b>				\$5,000 \$61,638 \$88,941 \$200,000 \$600,000 \$145,376 \$120,000	\$8,832	\$1 for 1904	51%	\$18
China and Manilla Steamship Company, Limited	30,000	\$25	\$25					
Douglas Steamship Company, Limited	20,000	\$50	\$50					
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15					
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10					
Shanghai Tug and Lighter Company, Limited (Preference)	100,000	Tls. 50	Tls. 50					
"Shell" Transport and Trading Company, Limited	2,000	\$1	\$1					
"Star" Ferry Company, Limited	10,000	\$10	\$10					
Stimts Steamship Company, Limited	5,000	\$100	\$100					
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50					
<b>REFINERIES.</b>				\$450,000 \$150,000	\$42,812	Interim of \$10 for 1905	101%	\$229 sellers
China Sugar Refining Company, Limited	20,000	\$100	\$100					
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100					
Penk Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50					
<b>MINING.</b>				\$40,000 \$12,280	\$7,820	Interim of 1/4 (No. 4)	...	
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1					
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10					
Paub Australian Gold Mining Company, Limited	150,000	\$1	\$1					
	50,000	\$1	\$1					
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	15,200	Tls. 100	Tls. 100					
Fenwick (S. C.) Royd & Co., Limited	12,000	\$25	\$25					
Hongkong and Whampoa Dock Company, Ltd.	40,000	\$50	\$50					
New Amyot Dock Company, Limited	6,000	\$50	\$50					
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100					
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100					
<b>LANDS, HOTELS &amp; BUILDING.</b>				\$14,516 \$12,280	\$9,028	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital	9%	Tls. 146 sellers
Ashley House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25					
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50					
Central Stores, Limited (Founders)	6,000	\$15	\$12					
Do. (New Issue)	24,000	\$15	\$15					
Hongkong Hotel Company, Limited	12,000	\$50	\$50					
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100					
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25					
Hotel Metropole Company, Limited	2,000	\$100	\$100					
Humphries Estate & Finance Company, Limited	150,000	\$10	\$10					
Kowloon Land and Building Company, Limited	6,000	\$50	\$30					
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50					
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50					
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100					
West Point Building Company, Limited	12,500	\$50	\$50					
<b>COTTON MILLS.</b>				\$14,516 \$30,000 \$20,000 \$38,473 \$10,000 \$300,000 \$41,500	\$37,875	Final of Tls		